

SECTION 900.00 - BICYCLE FACILITIES

SECTION 901.00 - GENERAL

901.01 Legal Authority. All signing and pavement markings employed in the guidance and protection of bicyclists shall conform to the policy set forth in the Manual on Uniform Traffic Control Devices, as adopted by the State, and to other related sections of this manual.

The Idaho Code references to bicyclists are as follows:

[49-103](#) DEFINITIONS

[49-714](#) HUMAN-POWERED VEHICLES - DUE CARE

[49-715](#) RIDING ON BICYCLES

[49-716](#) CLINGING TO OR FOLLOWING VEHICLES

[49-718](#) POSITION ON HIGHWAY

[49-718](#) RIDING TWO ABREAST

[49-719](#) CARRYING ARTICLES

[49-720](#) STOPPING - TURN AND STOP SIGNALS

[49-721](#) BICYCLES ON SIDEWALKS

[49-722](#) BICYCLE RACING

[49-723](#) LIGHT AND REFLECTOR REQUIRED AT NIGHT

[49-724](#) ADDITIONAL LIGHTS AUTHORIZED

901.02 Definitions.

- **Bicycle:** Every vehicle propelled solely by human power upon which any person may ride, except scooters and similar devices.
- **Bike Route:** A designated segment of a transportation system that is the preferred route for bicycle travel. This designation may be established by the jurisdiction having authority through signing or identification on a map.
- **Bike Lane:** A portion of a roadway which has been designated by signing and pavement markings for the preferential or exclusive use by bicyclists. Bike lanes are established on urban arterial and major collector streets. They must always be one-way facilities and carry bicycle traffic in the same direction as adjacent motor vehicle traffic.

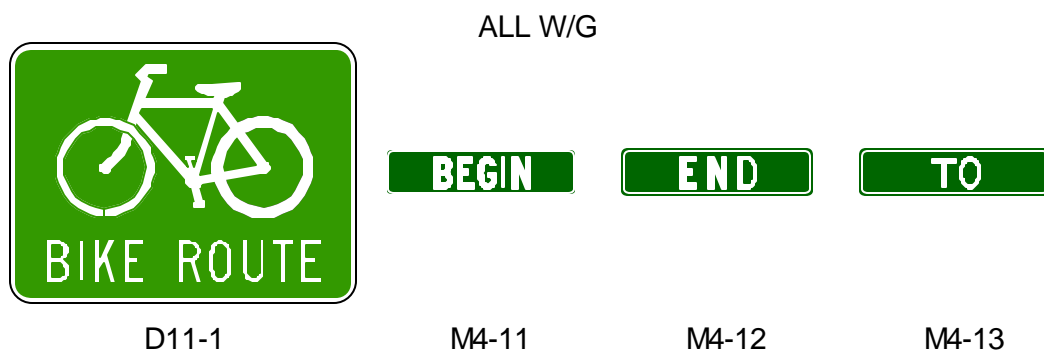
- **Bike Path:** See Shared-Use Path.
- **Bikeway:** Any road, street, path or way which in some manner is specifically designated for bicycle travel, regardless of whether such facilities is designated for the exclusive use of bicycles or are to be shared with other transportation modes.
- **Designated Bicycle Route:** A system of bikeways with appropriate direction and informational route markers, with or without specific bicycle route numbers.
- **Shared Roadway:** A type of bikeway that is open to both bicycle and motor vehicle travel. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders.
- **Shared Use Path:** A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users.

SECTION 902.00 - SIGNING AND PAVEMENT MARKINGS

902.01 General. Signing and marking of bikeways must be uniform and consistent if bikeways are to command the respect of the public and provide safety to users. All signing and marking of bikeways must be warranted by use and need. **Care must be taken to avoid over signing of bikeways.**

All designated bikeways should be properly signed and marked with appropriate regulatory, warning and destination signs as indicated in this section.

902.02 Bike Routes For Shared Roadways.



Place “BIKE ROUTE” sign (D11-1) at the beginning of a designated bike route and after all major intersections. In rural areas, signs should be placed at a frequency equal to route marker signs. Wherever possible, “BIKE ROUTE” signs should be used in conjunction with route marker signs. Bike Route signing should indicate the terminal points of the routes as well as street names (D1-1B or D1-1C) and directional arrows (M7-1 through M7-7) as needed.

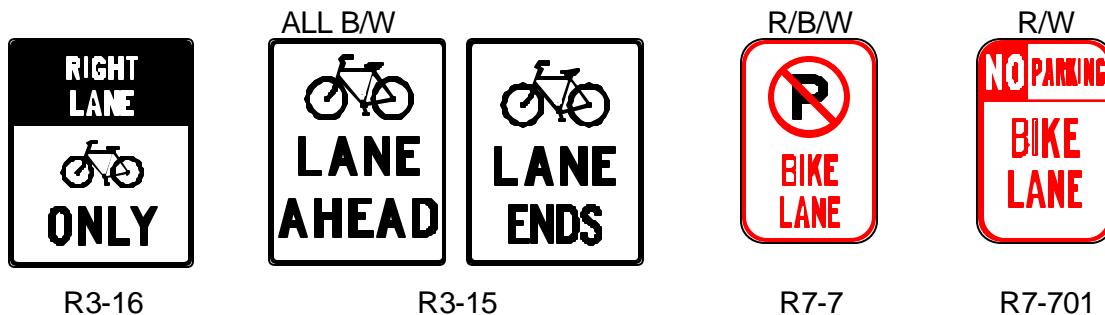
Directional, destination, and distance signs should be used in conjunction with the bike route signs to help guide bicyclists along a routing that differs from the standard route for motor vehicles. Directional and destination signs mounted under a bike route sign should be 24 inches (610 mm) wide.



Advance bike warning signs (W11-1) shall be used in advance of a point where bicycles cross the roadway. If the roadway condition is continuous, a supplemental sign “Next XX Miles” may be used. However, supplemental signs of this nature are not intended for use on city streets where bicyclists normally share the roadway.

Pavement Markings: Place a normal 4-inch (100 mm) wide white line on shared roadways.

902.03 Bike Lanes.



The “BIKE LANE” sign (R3-16) should be used only in conjunction with the approved MUTCD lane pavement symbol on marked bike lanes. Signs should be placed immediately after significant intersections and at intervals equal to the vehicle speed in mph x 40 ft (vehicle speed in mph x 12 m). In a 35 mph speed zone, R3-16 signs would be placed every 1400 feet (425 m). R3-16 signs should not be used where a parking lane is placed between the bike lane and the curb (use pavement markings only). In rural settings where bike lanes are warranted, sign R3-16 should have a maximum spacing of one mile (1.6 km).

“BIKE LANE AHEAD” or “BIKE LANE ENDS” sign (R3-15) may be used to call attention to where a marked bike lane actually begins or ends. It is not needed where a bike lane ends and becomes a rural shared roadway, or vice-versa. If a bike lane has to be discontinued for a significant distance due to width constraints, place D11-1 bike route signs to maintain bikeway continuity.

The “NO PARKING BIKE LANE” (R7-7) may be used to alert motorists where parking in bike lanes is prohibited.

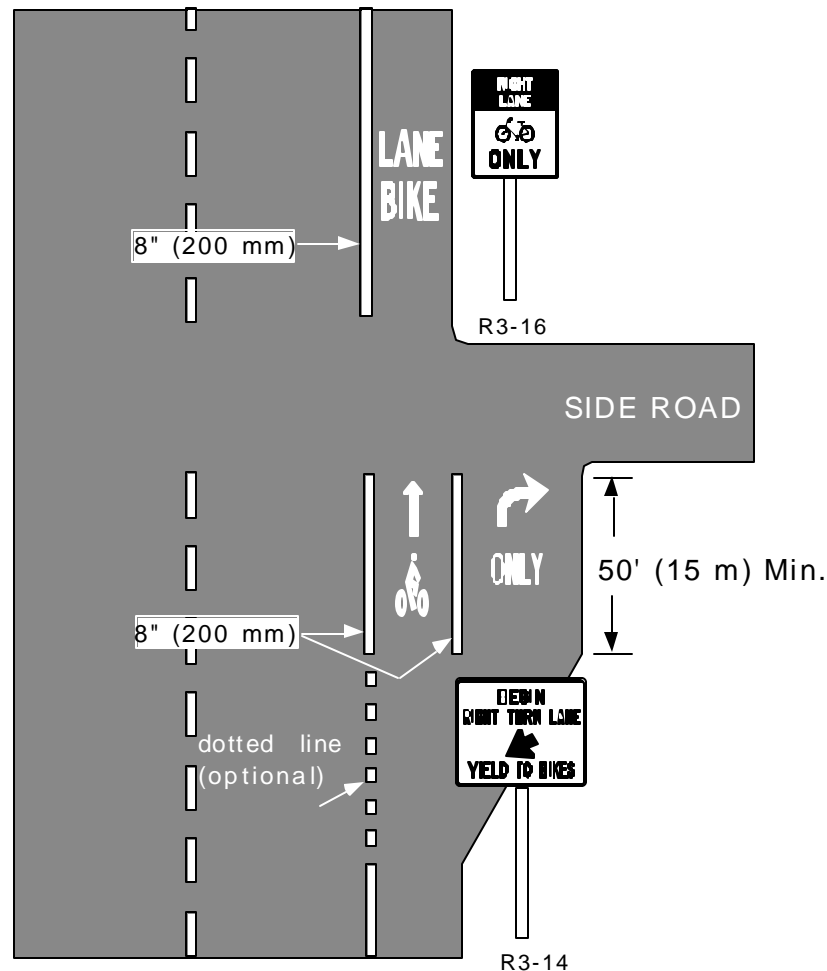


Figure 902.03-01 Bike Lane Adjacent To Roadway With Right-Turn Lane

Pavement Markings: Separate a bike lane from the adjacent roadway using a single, solid 8-inch (200 mm) wide white line.

At intersection turn lanes, place short, through bike lane line segments at intersections to the left of right-turn-only motor vehicles lanes (or right of left-turn-only lanes). The through bike lane segment should be connected to the preceding bike lane with a 8-inch x 24-inch (200 mm x 600 mm) dashed line on 15-foot (4.6 m) centers to allow turning motorists to cross the bike lane. Normally, pavement marking should be discontinued through the intersection and resumed after the intersection. Place bicycle stencils within the bike lane adjacent to R3-16 signs and the turn lane.

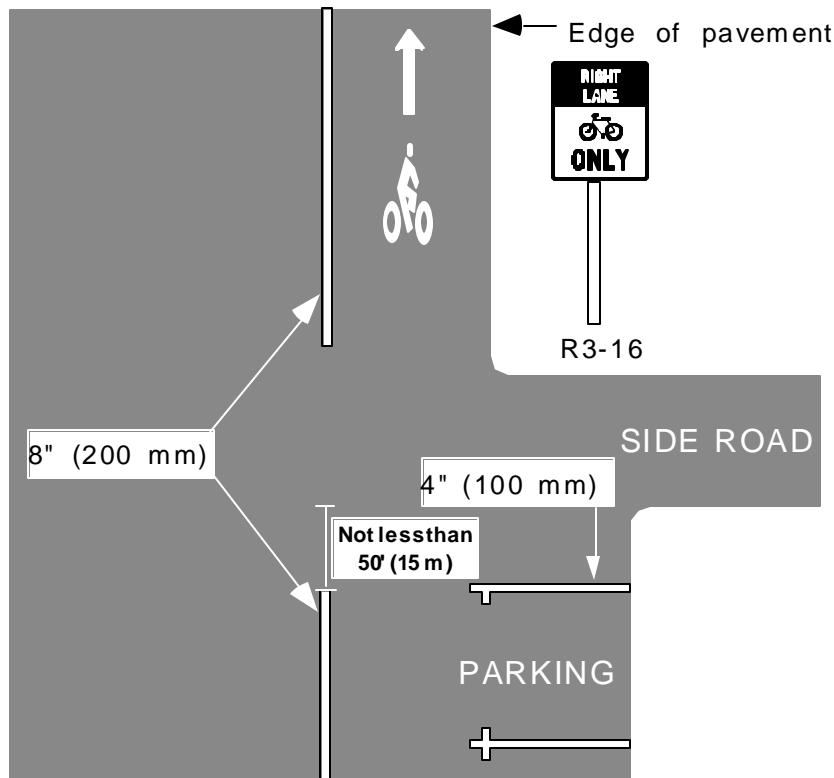
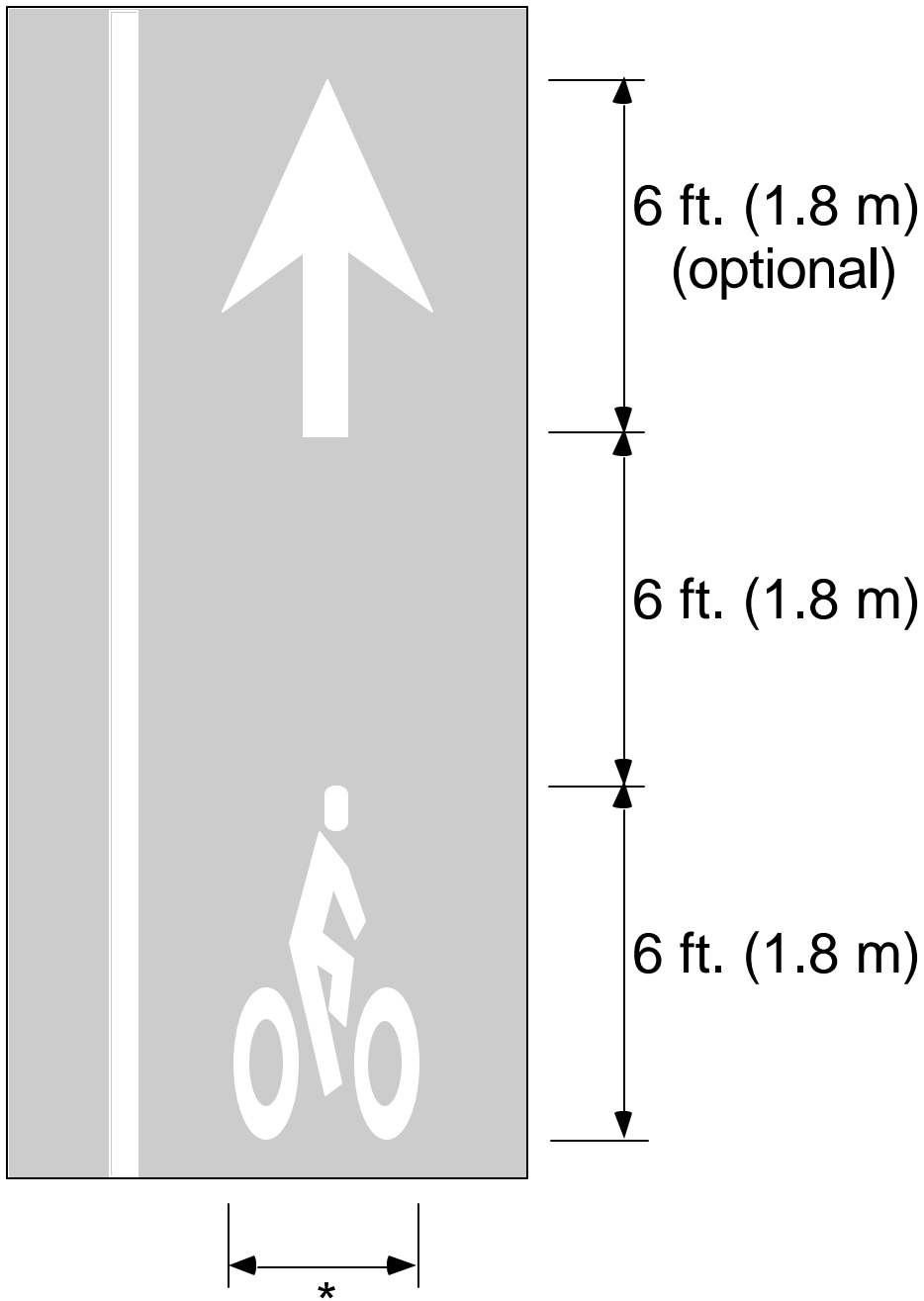


Figure 902.03-02 Bike Lane Adjacent To Roadway With Parking

Pavement Markings: Place bicycle stencils within the bike lane adjacent to every R3-16 sign (see Figure [203.03-01](#)). Pavement markings without sign R3-16 may be placed more often, such as a mid-block reminder when intersections are widely spaced. The pavement markings without sign R3-16 should also be used after significant intersections where the bike lane is adjacent to a parking lane and to identify short, through bike lane segments adjacent to turn lanes at intersections.

If parking is allowed next to a bike lane, the parking area should be defined by parking space markings or a solid 4-inch (100 mm) wide line.

NOTE: The Preferential Lane Symbol (“diamond”) previously used as a pavement marking shall no longer be used for bikeways due to the confusion with the use of the diamond for High Occupant Vehicle (HOV) lanes.

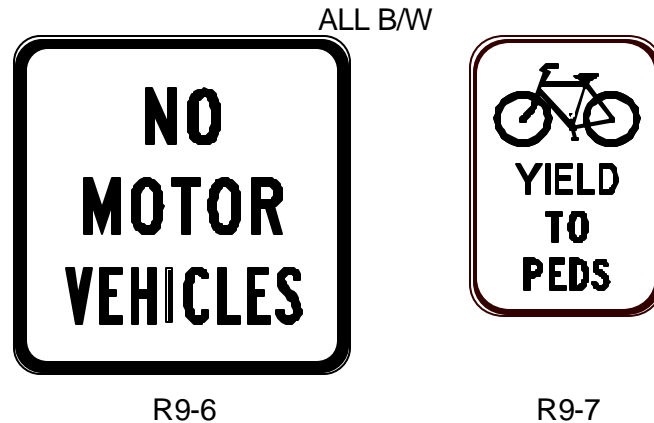


*Size to fit width of bike facility.
Typical legend is 1.5 times as
tall as it is wide.

Figure 902.03-03 Pavement Stencils

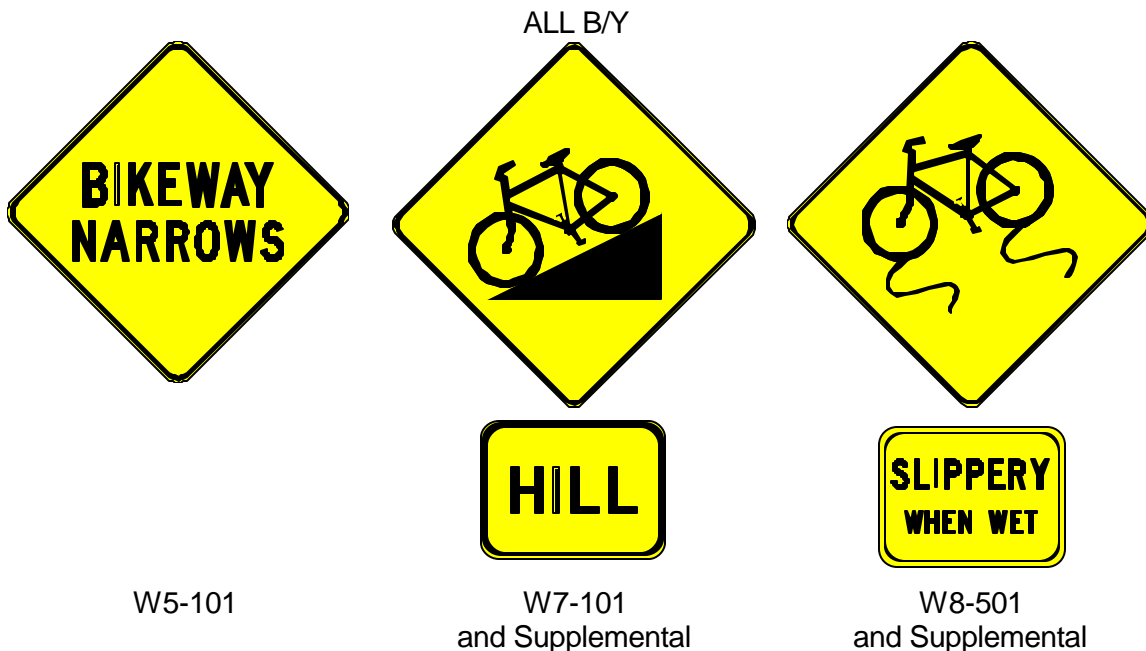
902.04 Shared Use Paths. Separated path signs serve three basic purposes: to regulate bicycle usage, to direct bicyclists along pre-established routes, and to warn bicyclists of unexpected conditions. The bottom edge of signs should be 5 feet (1.5 m) above the path. If a secondary sign is mounted below another sign, it should be a minimum of 4 feet (1.2 m) above the path. Signs should have sufficient lateral clearance from the edge of the separated path, minimum 3 feet (1 m). The basic principles and standards for the signing and marking of separated paths are contained Part 9 of the MUTCD.

Bike Route signs (D11-1) are used to identify separated paths or routes and should be installed at access points to paths. They should be accompanied by appropriate arrows and message signs to direct bicyclists to pathways or to indicate a change in the direction of a path or route.



Erect regulatory signs at points where the regulation applies. Common regulatory pathway signs include “STOP”, “YIELD”, “NO MOTOR VEHICLES” (R9-6), and “YIELD TO PEDS” (R9-7). In cases where a pathway runs parallel to a roadway, use of special bicycle stop and yield signs may eliminate confusion.

Wherever a path crosses a roadway or branches off into another path, bicyclists should be provided with clear directional and destination signs. Also, it is helpful to post street name signs at street crossings and access points.



Warning signs should be used in advance of potentially hazardous conditions, such as curves, turns, intersections, Stop Ahead, railroad crossings, steep grades and bikeway narrows.

On high-use paths, additional signing may be necessary to protect pedestrians (see Idaho Code [49-721](#) - Bicycles on sidewalks).

Pavement Markings: Where there is heavy multiple use of a path that is at least 10 feet (3.1 m) wide, a broken yellow centerline pavement marking may be used to separate the traveled way into two directions. The MUTCD recommends a 3 foot (1 m) centerline paint segment with 9 foot (3 m) gaps between segments. Through curves and areas of poor sight distance, a solid centerline pavement marking should be used.